



CONFIDENTIAL/SECURITY INFORMATION/

-2-

most powerful was the "FD" which carried a maximum load of 13,334 pounds. There were very few of these and they were used mostly for hauling heavy loads like coal, construction material, etc. Also, there were types known as "SHCM", "EKM", "ESH" AND "EM". For switching they would just use one of the old freight locomotives as they did not have any special kind of switching engine.

4. Q. Of these locomotives, how many were (a) operating on the line, (b) waiting ready to go out on a run, (c) in reserve in operable condition, (d) under repair or waiting repair?

A. Of the 80 locomotives at Golta, in an average day 40 of them would be working on the line, while about 20 would be in reserve. There were two kinds of reserve, "hot" reserve, and "cold" reserve. Hot meant locomotives ready to start any time. Cold meant they had to be started, that is make the fire, etc. Ten more would be in what is called "special" reserve or "emergency" reserve and in order to use those locomotives an order from line administration was necessary. Local authority had no power over "special" reserves. In other words, the station alone could not determine if an emergency existed. What would be considered emergencies would be something like harvest time, total mobilization, transportation of troops for summer exercises, etc. Ten more would be in all kinds of repair stages. All of the above, of course, applies only to my particular depot and all stations varied to some extent.

5. A. From the time a locomotive reached the end of a run to the time it started on the return run, what was the average elapsed time?

A. With regard to freight trains, considerable time was lost because traffic was poorly coordinated and because of a very poor schedule. An attempt was made to keep passenger trains on a regular schedule according to the time tables. Freight trains often had to wait long periods of time. On a 100-km trip, stops of an hour or two were often made in order to let some special trains through. Therefore, the time varied between the end of the run and the time the train started back, but averaged two to three hours. An effort was made to try to use the freight locomotive again on the way back, but often it would be sent back empty because of this very poor coordination.

6. Q. On the average, how long did it take from the time a crew was called to the time the train left on its run?

A. While passenger train crews had a more or less set working day, starting at a certain hour and ending at a certain hour, all freight train crews had to be on call at all times. Our working day started from the moment we signed a trip ticket which was shortly before starting the locomotive. It did not take very long for us to get to work, usually 10 or 15 minutes, as usually the railroads had housing projects for all their employees right near the depot. Because of the poor coordination and the fact that they actually never knew what was going on, it often happened that [redacted] had to spend considerable time waiting around [redacted].

This time would not be considered as working time. [redacted]

7. Q. On the average, how long did it take to refuel and water a locomotive?

A. The time spent on refueling and watering of the engine depended very much on the size of the station. The big stations had fairly modern equipment and it would not take more than 15 minutes to refuel and the same amount of time for watering. Some of the small stations, however, had very primitive equipment, next to nothing, and it was often necessary for the train crew to shovel coal by hand, and use snow instead of water. This was particularly true along new lines and along lines that were in stages of construction. In that case a stop could last as long as two hours.

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